| F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO |
|---|---|---|---|---|
| 13 | * | ** | 93 | 2 |
| STA. | | TO STA. | | |
| FED. ROAD DIST. NO. | | ILLINOIS | FED. AID PROJECT | |

* (1-4)RS, (1-3)RS-1
** JACKSON/WILLIAMSON

98783

# GENERAL NOTES

THE THICKNESS OF BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OF BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES:

| | |
|---|---|
| ALL BITUMINOUS CONCRETE | 2.016 TONS/CU. YD. |
| ALL AGGREGATE | 2.05 TONS/CU.YD. |
| BITUMINOUS MATERIALS: | |
| ON PAVEMENT | 0.09 GAL./SQ. YD. |
| AGGREGATE (PRIME COAT) | 0.0015 TONS/SQ. YD. |
| RIPRAP | 1.50 TONS/CU. YD. |

FORMS FOR COMBINATION CURB AND GUTTER AND CONCRETE GUTTER SHALL BE OF METAL ONLY, EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES.

PROTECTIVE COAT SHALL BE APPLIED TO ALL PCC PAVEMENT, CONCRETE CURB AND GUTTER AND CONCRETE MEDIAN SURFACE AS NEEDED ACCORDING TO THE SEASONAL REQUIREMENTS FOR ARTICLE 420.21 OF THE STANDARD SPECIFICATIONS.

ADDITIONAL WIDTH OF GUTTER FLAG, AT LOCATIONS INDICATED ON THE PLANS, SHALL BE POURED MONOLITHICALLY WITH THE NORMAL GUTTER FLAG AND WILL NOT BE MEASURED OR PAID FOR SEPARATELY.

AT ALL LOCATIONS WHERE THE PROPOSED BITUMINOUS OR CONCRETE PAVEMENT JOINS AN EXISTING BITUMINOUS OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT SHALL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

AFTER A LIFT OF BITUMINOUS CONCRETE HAS BEEN PLACED ON A LANE, THAT LANE SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEW MAT HAS COOLED TO 150°F.

TRENCH BACKFILL REQUIRED FOR STORM SEWER SHALL ONLY BE PLACED UP TO ONE FOOT BELOW THE FINAL GRADE IN AREAS HAVING A PROPOSED GRASS OR SOD SURFACE.

ALL PIPE CULVERT OR STORM SEWER EXTENSIONS SHALL BE CONSTRUCTED IN ACCORDANCE WITH METHOD II AS SPECIFIED IN ARTICLE 542.05 OF THE STANDARD SPECIFICATIONS. PRIOR TO EXTENDING ANY PIPE CULVERT OR STORM SEWER, THE ENTIRE LENGTH OF THE EXISTING PIPE CULVERT OR STORM SEWER SHALL BE CLEANED OF ALL EARTH AND DEBRIS BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER. THE COST OF THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04.

THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 10 DAYS PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS.

ALL DETECTOR LOOP CORNERS SHALL BE CORE DRILLED 2" MIN. DIAMETER, EXCEPT THOSE PLACED UNDER RESURFACING. THE DETECTOR LOOP CORNERS PLACED UNDER RESURFACING SHALL BE DIAGONALLY SAWCUT.

THE INDUCTION LOOP WIRE AND LEAD-IN WIRE SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATION.

SHIELDED CABLE TO LOOP LEADS SHALL BE GROUNDED AT THE CONTROLLER TERMINAL ONLY.

SAWED SLOTS FOR TWISTED PAIR ELECTRIC CABLES SHALL BE LARGER THAN SINGLE CONDUCTOR LOOP SLOTS.

THE LOCATION OF THE DETECTOR LOOPS, AS SHOWN ON THE PLANS, MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER OF TRAFFIC OPERATIONS.

CONNECTING OF NEW OR EXISTING STORM SEWER TO NEW OR EXISTING INLETS OR MANHOLES SHALL BE MADE IN A MANNER WHICH RESULTS IN A NEAT AND WATERTIGHT JOINT. WHEN PLACED THROUGH THE WALL OF AN INLET OR MANHOLE, STORM SEWER PIPE SHALL BE PLACED OR CUT FLUSH WITH THE FACE OF THE WALL AND DRESSED WITH MORTAR TO PROVIDE A SMOOTH ROUNDED OR BEVELED EDGE. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE OF THE STORM SEWERS OR STRUCTURES INVOLVED.

THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF TRAFFIC OPERATIONS 72 HOURS PRIOR TO THE SHUT-DOWN OR CUTTING OF EXISTING DETECTOR LOOPS.

THE QUANTITY FOR PAVEMENT MARKING TAPE, TYPE III IS ESTIMATED AND MAY VARY GREATLY BASED UPON THE SEQUENCE OF CONSTRUCTION PROPOSED BY THE ENGINEER.

EARTHWORK REQUIRED IN AREAS OF PAVEMENT REMOVAL, CONCRETE MEDIAN SURFACE REMOVAL, CORRUGATED MEDIAN REMOVAL, AND ISLAND REMOVAL TO CONSTRUCT THE PROPOSED PCC PAVEMENT, SUB-BASE GRANULAR MATERIAL, SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE PROPOSED PAY ITEM TO BE CONSTRUCTED.

ALL TIEBARS AND DOWEL BARS SHOWN ON STANDARDS 420001, 420101, 420106, AND 420111 SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED PCC PAVEMENT.

ISLAND REMOVAL SHALL INCLUDE THE ISLAND'S SURFACE, AGGREGATE OR EARTH FILL, AND ALL CURB AND GUTTER.

STATIONING SHOWN IN THE SCHEDULES WERE BASED ON STAMPED STATIONS IN THE EXISTING PAVEMENT AND FROM OLD PLANS. MINOR ADJUSTMENTS MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

## COMMITMENTS:

NONE

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

| | |
|---|---|
| LOCATION(S): | BITUMINOUS SURFACE COURSE (IL RT 13 & N. DIVISION ST.) |
| MIXTURE USE(S): | POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX. E, N105 |
| AC/PG: | SBS PG76-22 |
| RAP % (MAX): | 0 |
| DESIGN AIR VOIDS: | 4.0%, 105 GYRATION SUPERPAVE DESIGN |
| MIXTURE COMPOSITION: (GRADATION MIXTURE) | IL-9.5 mm OR IL 12.5 mm |
| FRICTION AGGREGATE: | E SURFACE |

| | |
|---|---|
| LOCATION(S): | BITUMINOUS BINDER COURSE (IL RT 13) |
| MIXTURE USE(S): | POLYMERIZED BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, N105, IL-19.0 |
| AC/PG: | SBS PG76-22 |
| RAP % (MAX): | 0 |
| DESIGN AIR VOIDS: | 4.0%, 105 GYRATION SUPERPAVE DESIGN |
| MIXTURE COMPOSITION: (GRADATION MIXTURE) | IL-19.0 mm |
| FRICTION AGGREGATE: | NONE |

| | |
|---|---|
| LOCATION(S): | BITUMINOUS SURFACE COURSE (ALL OTHER SIDE ROADS) |
| MIXTURE USE(S): | BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX. D, N90 |
| AC/PG: | PG64-22 |
| RAP % (MAX): | 10 |
| DESIGN AIR VOIDS: | 4.0%, 90 GYRATION SUPERPAVE DESIGN |
| MIXTURE COMPOSITION: (GRADATION MIXTURE) | IL-9.5 mm OR IL 12.5 mm |
| FRICTION AGGREGATE: | D SURFACE |

| | |
|---|---|
| LOCATION(S): | BITUMINOUS BINDER COURSE AND BASE COURSE WIDENING |
| MIXTURE USE(S): | BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, N90, IL-19.0 |
| AC/PG: | PG64-22 |
| RAP % (MAX): | 10 |
| DESIGN AIR VOIDS: | 4.0%, 90 GYRATION SUPERPAVE DESIGN |
| MIXTURE COMPOSITION: (GRADATION MIXTURE) | IL-19.0 |
| FRICTION AGGREGATE: | NONE |

| | |
|---|---|
| LOCATION(S): | LEVELING BINDER, INCIDENTAL BITUMINOUS RESURFACING, BITUMINOUS SHOULDERS (TONS) |
| MIXTURE USE(S): | BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX. C, N90 |
| AC/PG: | PG64-22 |
| RAP % (MAX): | 10 |
| DESIGN AIR VOIDS: | 4.0%, 90 GYRATION SUPERPAVE DESIGN |
| MIXTURE COMPOSITION: (GRADATION MIXTURE) | IL-9.5 mm OR IL 12.5 mm |
| FRICTION AGGREGATE: | C SURFACE |

| | |
|---|---|
| LOCATION(S): | BITUMINOUS SHOULDERS (SQ. YD.) |
| MIXTURE USE(S): | BITUMINOUS SHOULDERS, SUPERPAVE |
| AC/PG: | PG58-22 |
| RAP % (MAX): | 50 |
| DESIGN AIR VOIDS: | 2.0%, 30 GYRATION SUPERPAVE DESIGN |
| MIXTURE COMPOSITION: (GRADATION MIXTURE) | BITUMINOUS AGGREGATE MIXTURE, SUPERPAVE |
| FRICTION AGGREGATE: | NONE |

## INDEX OF SHEETS



## STANDARDS

| | | |
|---|---|---|
| 000001-04 | 701001 | 781001-02 |
| 280001-02 | 701006 | 886001 |
| 420001-04 | 701011 | 886006 |
| 420101-01 | 701101 | |
| 420106-01 | 701106 | |
| 420111 | 701301 | |
| 442001-02 | 701306 | |
| 442101-04 | 701311 | |
| 542301 | 701401 | |
| 542546 | 701406 | |
| 602401 | 701411 | |
| 604001-01 | 701426-01 | |
| 630001-04 | 701701-03 | |
| 631011-02 | 702001-03 | |
| 631031-04 | 780001-01 | |
| 635006-02 | | |
| 635011-01 | | |

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January 9 2004
DATE

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